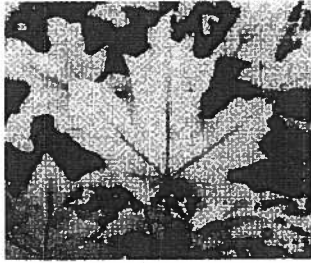


CORRESPONDENCE FROM THE APPLICANT



WESTREE

Peter Winn
P.O. Box 22702
Santa Barbara
CA 93121

805-966-3239
Cont. Lic. #772299

September 28, 2015

Heidi Jones
Associate Planner
Suzanne Elledge Planning and Permitting Services, Inc.
1625 State Street Suite #1
Santa Barbara, CA 93101

RE; 1187 Coast Village Road, Montecito.

Dear Heidi,

Thank you for meeting me to review and discuss the preliminary plans for the tenant improvements and refurbishment of the building and landscape at 1187 Coast Village Road to determine what the impact will be on the existing Canary Island Pine Trees.

It is my understanding in reviewing the project plans (C1.0 Preliminary Driveway Plan and the Existing Tree Exhibit, Attachment A), that the proposed driveway improvements require grading, compaction, and installation of a new retaining wall. My primary concern is the three large Canary Island Pine trees (*Pinus Canariensis*) located on the north side of the building adjacent to Coast Village Road.

As I understand, potential impacts to the single stem 24" dbh (diameter at breast height) Pine located on the northwest corner of the property will be minimized as the plans have been changed to accommodate and protect this tree. I would recommend a careful pruning of this tree to help prevent branch failure, as it is starting to happen due to the long heavy limbs. This tree has very nice form and structure for this species and definitely worth protecting as a skyline tree. (Please see attached recommendations for tree protection).

The other two 24" dbh Pines located on the northeast corner of the property adjacent to Coast Village Road are not good specimens due to structural imperfections. Superficially, as you glance at the trees that have formed one canopy they appear to be worthy skyline trees but upon closer examination I found this not to be the case. My primary concern is with the larger of the two trees closest to the building, it has two stems (commonly called codominant stems)

starting at about 6ft. Unfortunately, this is an extremely hazardous condition as the two stems have a tendency to split apart at any time and as the tree continues to grow and expand its trunk girth, there is a greater chance of failure. Given the surrounding target area of buildings, public streets, cars and pedestrians, I have to recommend its removal regardless of the any impact from the proposed project. Please see the attached site photographs, Attachment B.

The remaining third 16" dbh Pine tree adjacent to the twin-stemmed Pine does have a lean to the east and all of its branches are on the east side of the tree due to being suppressed by its partner tree. Given I recommended the removal of the twin-stemmed tree, the remaining Pine will not only look out of place but will be susceptible to failure due to its weighted lean to the east and will be far more vulnerable to wind-throw. I feel it prudent to remove this tree also and replace with a new specimen tree in the same general location.

The proposed driveway improvements, storm drain and low retaining wall on the property frontage will result in encroachment of approximately 20% into the Critical Root Zone(s) of these Canary Island Pines. These trees typically have shallow root systems and as a result of the encroachment present additional hazard. Alternative construction methods are not recommended as they do not provide a feasible solution to address the safety hazard presented by the already poor specimens.

If for some reason you were to choose to retain these two trees contrary to my recommendations and continue with the renovation of the adjacent driveway, adding a storm drain and bringing the area up to a safe standard, you will be having a substantial impact not only to the overall health of the trees due to the necessary grading and root cutting but you will be impacting the structural integrity of the trees. Once again, given the high target area I feel there is a huge liability leaving these trees.

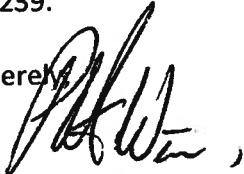
RECOMMENDATIONS FOR TREE PROTECTION DURING CONSTRUCTION.

- Fence off all trees from construction at the critical root zone or where practical with 6' chain link or orange construction fence with metal stakes.
- No activities or storage of construction materials shall be allowed within the fenced areas unless approved by the project arborist.
- Any root disturbance to any of the protected trees shall be done by hand and the project arborist alerted.
- All roots encountered shall be cut cleanly with a sharp saw to allow for new root regeneration, backfilled immediately or kept moist to prevent drying out and dying.
- Any tree affected by the construction process shall be deep-root fertilized to promote better health and vigor.
- Compaction of the root zone shall be avoided by spreading 3-4" of mulch. If necessary plywood or equivalent shall be placed on top.

- During hot, dry periods the foliage may need to be washed with high pressure water to remove construction dust.
- Project arborist shall be notified prior to any activities within the critical root zone.
- All trenching of utilities, irrigation and lighting shall not encroach within the critical root zone unless approved by the project Biologist or Arborist.
- The Canary Island Pine tree to remain on the northwest corner shall be carefully pruned prior to commencement of construction of the stairway.

Should you have any further questions or comments please do not hesitate to call my office at 805 966 3239.

Yours sincerely,

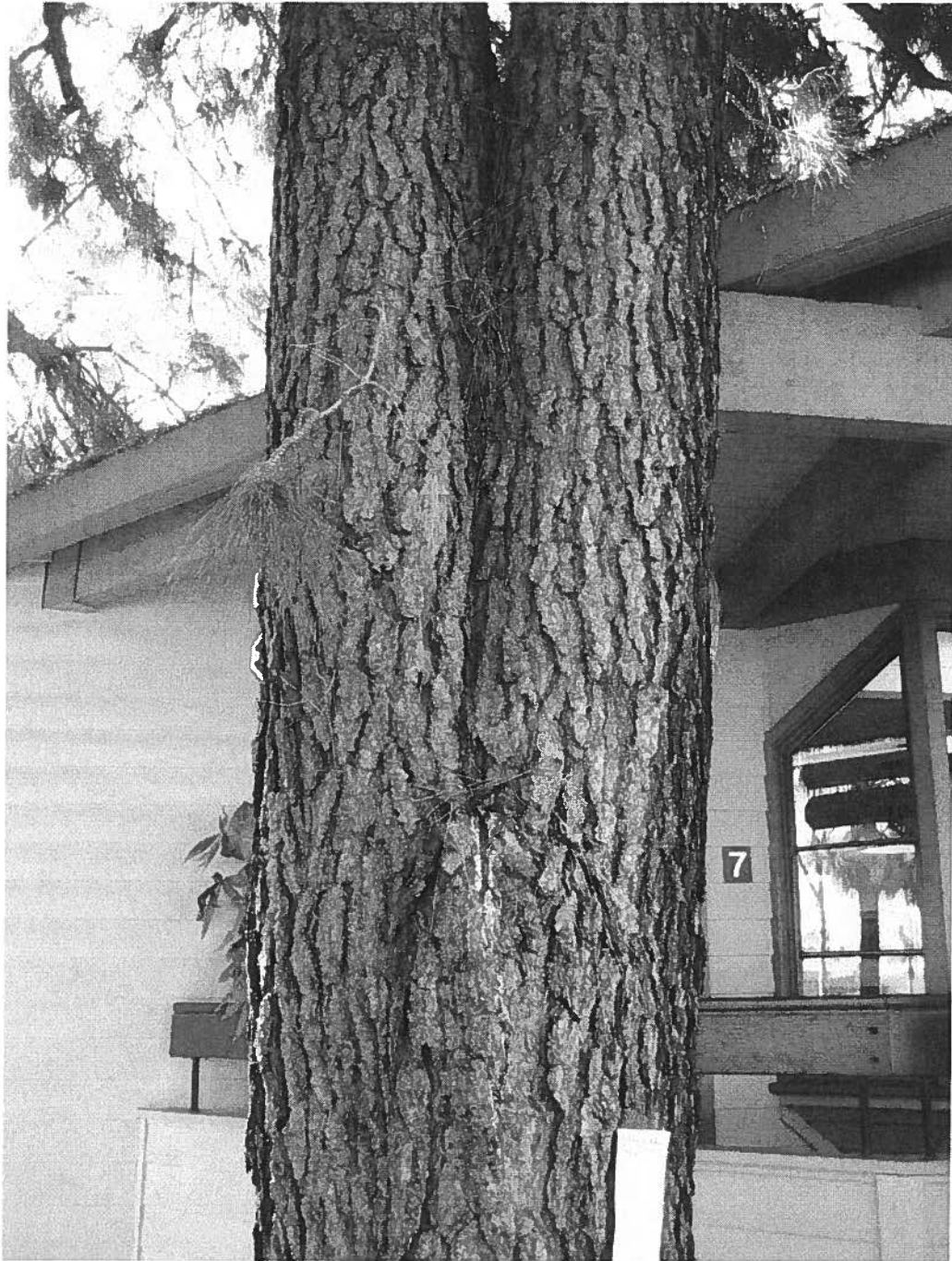


Peter J.H. Winn
I.S.A. Certified Arborist #921

Attachments:

C1.0 Preliminary Driveway Plan.
Site photographs.

1187 Coast Village Road – Canary Island Pine Trees (*Pinus Canariensis*)



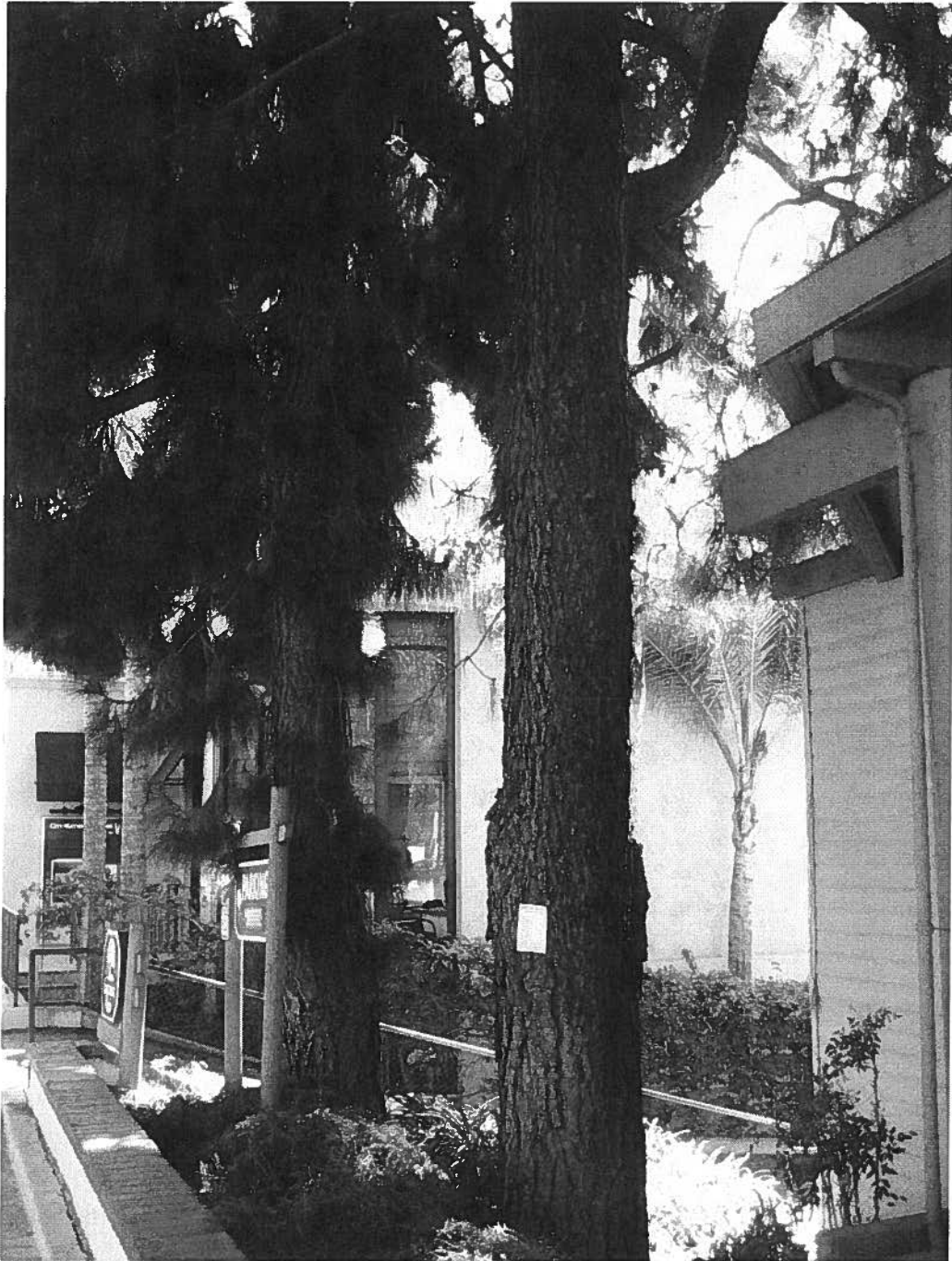
Existing 24" dbh Canary Island Pine with co-dominant stems

1187 Coast Village Road – Canary Island Pine Trees (*Pinus Canariensis*)



Existing 24" dbh Canary Island Pine with co-dominant stems

1187 Coast Village Road – Canary Island Pine Trees (*Pinus Canariensis*)



Existing 16" dbh and 24" dbh Canary Island Pines located on the northeast corner of the subject property

1187 Coast Village Road – Canary Island Pine Trees (*Pinus Canariensis*)

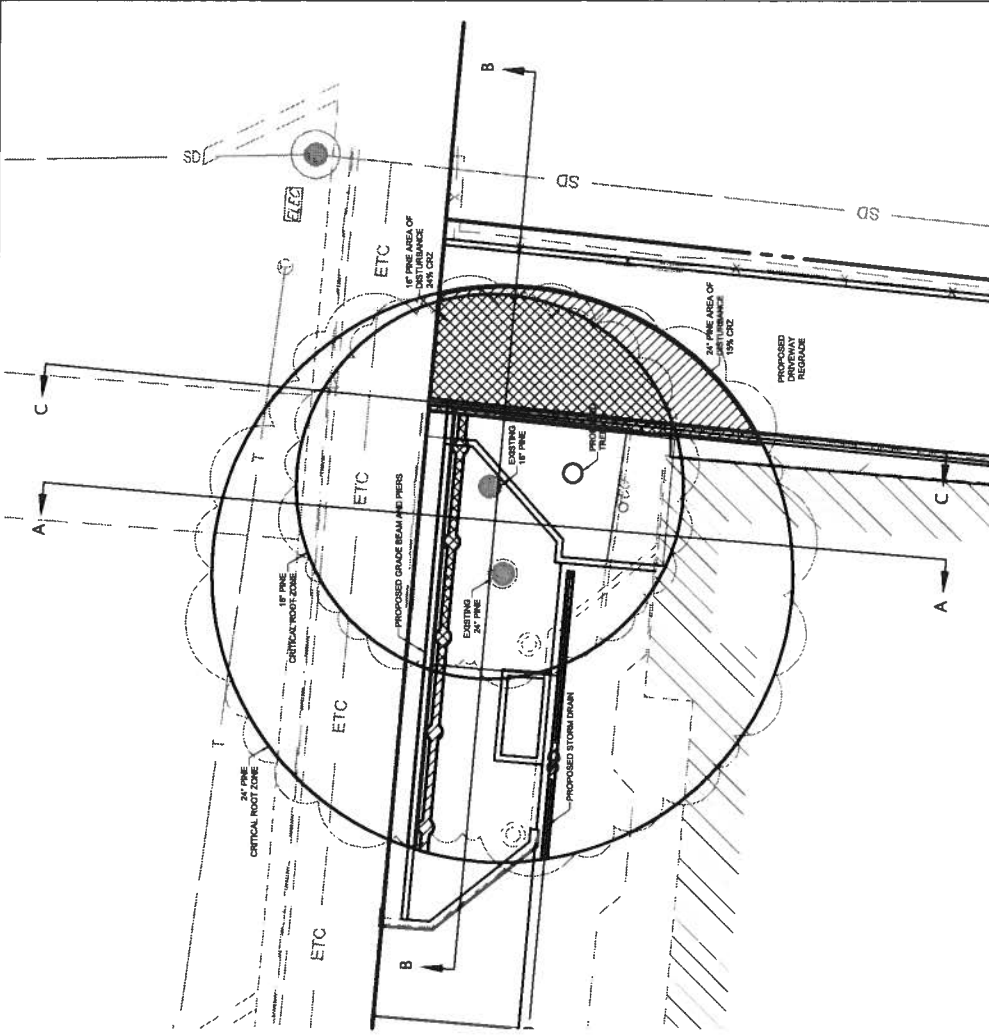


Existing 16" dbh and 24" dbh Canary Island Pines located on the northeast corner of the subject property

1187 Coast Village Road – Canary Island Pine Trees (*Pinus Canariensis*)



Existing 16" dbh and 24" dbh Canary Island Pines located on the northeast corner of the subject property



EXISTING TREE EXHIBIT
COAST VILLAGE PLAZA
SANTA BARBARA, CA
SEPTEMBER 10, 2015



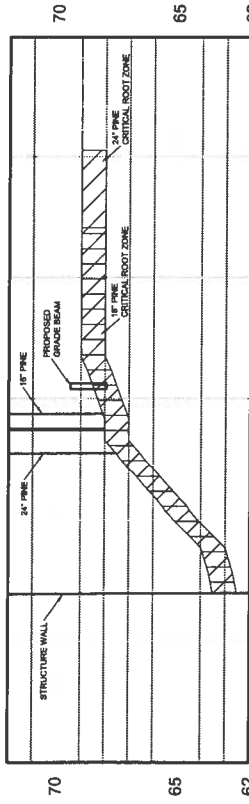
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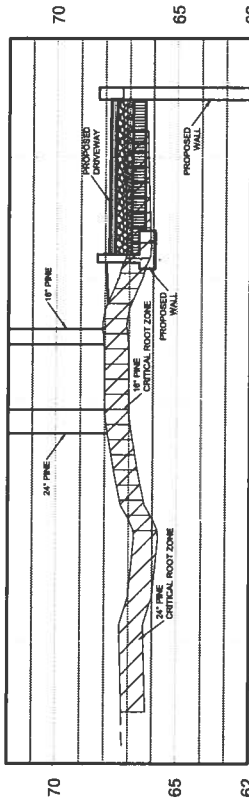
HORIZONTAL SCALE: FEET



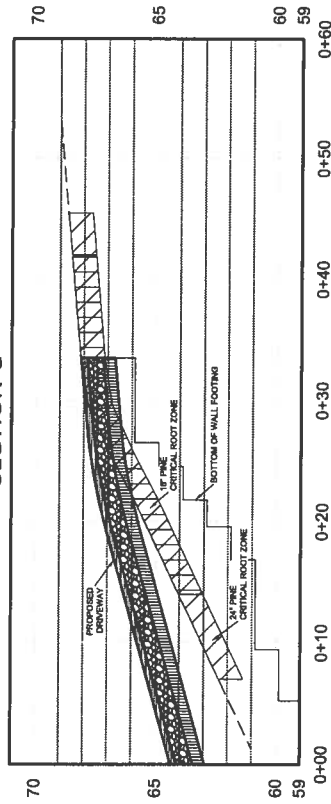
SECTION A

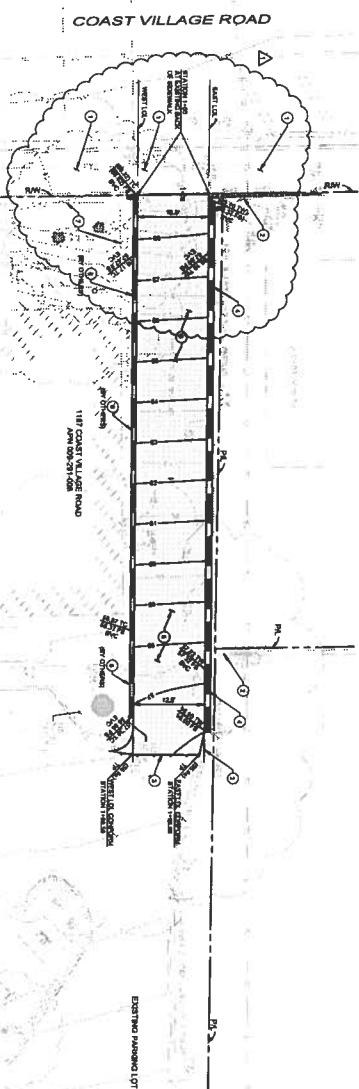
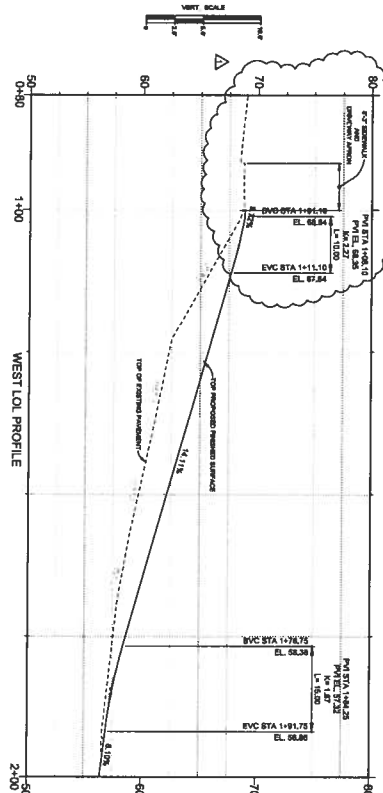
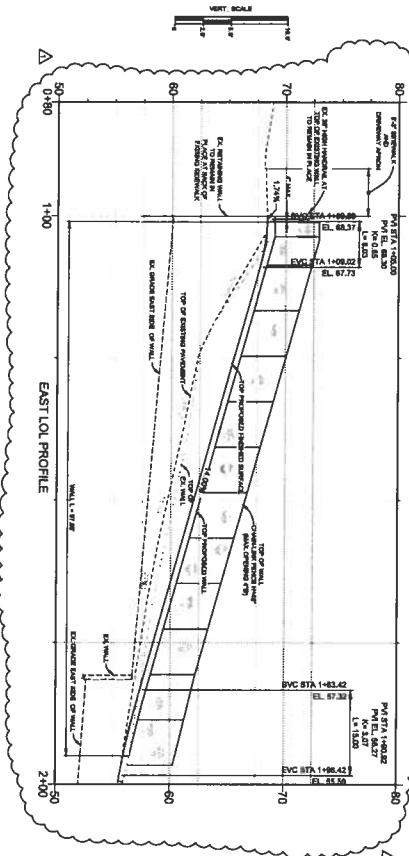


SECTION B



SECTION C



[illegible]

TOPOGRAPHY - SYMBOLS

PROJECT INFORMATION

[illegible]

CONSTRUCTION NOTES

1. PROTECT EXISTING DRIVEWAY AND SIDEWALK WITH PLANK.
2. PROTECT EXISTING REINFORCED WALL & FOUNDATION PLANK.
3. DEMOLISH AND REMOVE EXISTING PARALLEL REINFORCED EXISTING REINFORCED WALL.
4. REINFORCE PARALLEL REINFORCED.
5. APPROXIMATELY 10' LONG REINFORCED LINE (S&L) BY CONCRETE.
6. EXISTING DRIVEWAY SHALL TO REMAIN IN PLACE.

LEGEND

[illegible]

PROJECT SURVEYOR

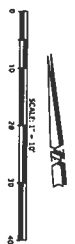
RENTS
MICHAEL B. STANTON, PLS 570
3563 BUDDO ST, UNIT G
SAN LUIS OBISPO, CA 93401
805-584-1860

BENCH MARK:
THE MARCH 1998 FOR THE

TRUCK REAR, HITTING A 7' HIGH PILE WITH 1 1/2" BRUSH CAP STEERING GEAR, SKEWERED OUTSIDE, LEFT-WHEEL TIRE IN A LOCKSMITH WALL, ALUMINUM WHEEL GUARD SLURFED, IN CRASH LATCHED SHUT, IN FRONT THE CRASHING, VEHICLE ON MEDIAN ON THE WESTERN, Y BRIDGE OF INTERSECTION OF COAST VALLEY ROAD AND BUTTERNUT VALLEY.

BASIS OF BEARINGS

THE BOUTIN & FIRST-CLASS COAST VILLAGE ROAD AS SHOWN
BEARING N 85° 00' 30" W FOR 1.5 MI.



PRELIMINARY PLANS
NOT FOR CONSTRUCTION

Project Name: <h1>1187 COAST VILLAGE ROAD</h1>	
Plans Prepared For: <h2>H&R Investments</h2> 100 N. Hope Avenue, Ste. 2 Santa Barbara, CA 93110	Project Location: 1187 COAST VILLAGE ROAD SANTA BARBARA, CA 93108 (ACCESS SITE FROM THE EAST DEAD END OF HALEY STREET)




PLAN REVIEW SET

FOR CONSTRUCTION

The new three-part audit and financials should be reviewed by the on board jury for which they were prepared and modifications therein is repeatedly limited to such use. Amendments or publications by any member, to submit or to use, is prohibited. This is to leave plans and specifications remain with solely a direct contact with Engineering, Inc. without exception. Visual contact with three plans and specifications shall constitute prima facie evidence of the acceptance of these restrictions.

Max Prepared By:

 **Ashley & Vance**
ENGINEERING, INC.

824 Chapala St., Suite D
Santa Barbara, CA 93101

www.ashleyvance.com (805) 982-8968 • (805) 545-0010

CIVIL • STRUCTURAL

